
TRANSPORTATION IMPROVEMENT PROGRAM

2015-2018



LONGVIEW METROPOLITAN PLANNING ORGANIZATION

ADOPTED APRIL 17, 2014

REVISED FEBRUARY 19, 2015



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INTRODUCTION

The Longview Metropolitan Planning Organization, acting through the City of Longview Development Services Division, is responsible for coordinated, comprehensive, and continuing transportation planning in the Longview Metropolitan Area as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). As an urbanized area with a population of over 50,000, the City of Longview was designated as a Metropolitan Planning Organization by the Governor in the 1970's. The MPO staff includes a Transportation Planning Manager serving as the MPO Planning Director, and a Transportation Planner. Federal metropolitan planning funds and state matching funds for transportation planning are provided to the MPO through the Texas Department of Transportation.

The Longview MPO is governed by a Transportation Policy Board comprised of elected and non-elected officials from the cities of Longview, White Oak, and Gladewater, Gregg, Upshur, and Harrison County, the Texas Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. The Policy Board is the top-level transportation planning board providing review, policy guidance, and decision making for transportation planning efforts in the Longview Metropolitan Area. A Policy Board membership list can be found at the bottom of the page. The primary planning document, the Longview Metropolitan Transportation Plan (MTP), based on a 2002 base year travel demand model and 2035 projections, was adopted November 12, 2009 and revised May 15, 2013.

LONGVIEW MPO POLICY BOARD

Hon. Jay Dean*
Longview Mayor

Hon. Rick May*
White Oak Mayor

James Greer*
Harrison County Commissioner

Dennis Cooley*
TxDOT Tyler District Engineer

David Willard*
Longview City Manager

Rolin McPhee*
Longview Public Works Director

David Simpson & Chris Paddie
Texas State Representatives

Hon. Harold Wells*
Gladewater Mayor

Hon. Bill Stoudt*
Gregg County Judge

Hon. Dean Fowler*
Upshur County Judge

Robert Ratcliff*
TxDOT Atlanta District Engineer

Michael Shirley*
Longview Development Services Director

Tammy Marlow
TxDOT Field Representative

Genevieve Bales
Federal Highway Administration

*voting member

PURPOSE

The Transportation Improvement Program (TIP) identifies and schedules transportation projects to be implemented in the Longview Metropolitan Area for the upcoming four fiscal years. In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21) which was passed on July 6, 2012 and 23 U.S.C. 134(i) (4) and 23 U.S.C. 135(f) (2) (D), the TIP is updated at least every two years. The projects can be implemented and existing transportation facilities maintained with current and expected revenue sources. These projects come from the financially constrained Metropolitan Transportation Plan and are financially constrained at the state level. The TIP includes all transportation projects, including major street and highways, public transportation, pedestrian walkways, bicycle transportation facilities, and transportation enhancement projects proposed for federal funding. Projects must be consistent with the adopted transportation plan, reflect the investment priorities established in the current metropolitan transportation plan, and once implemented, is designed to make progress toward achieving the performance targets established under MAP-21 §1203; 23 USC 150.

MAP-21 requires that Metropolitan Planning Organization planning take into consideration the following eight planning factors.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect & enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

DEFINITION OF PLANNING AREA

The Longview Metropolitan Area includes the cities of Longview, White Oak, Gladewater, Clarksville City, Warren City, Union Grove, East Mountain, and Lakeport, and portions of Gregg, Upshur, and Harrison Counties.

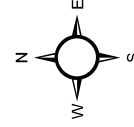


Longview MPO TIP

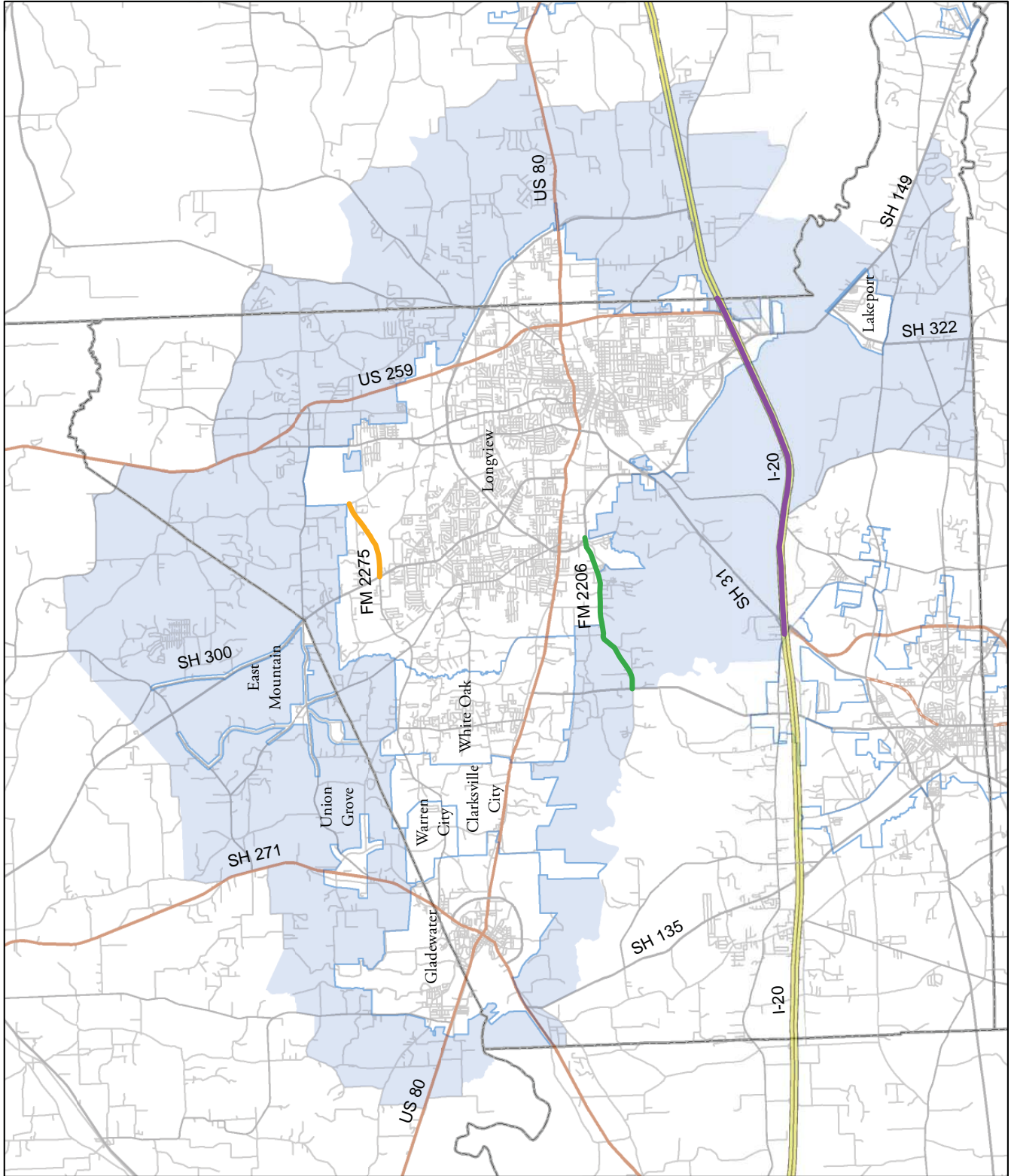
Project Locations FY 2015 - 2018

Legend

- Environmental Review
- Grouped
- Mobility
- 2013 Metropolitan Planning Area
- City Limits
- County Boundaries
- Roads



Author: Brett M. Huntsman



Document Path: B:\TIP\TIP2015-2018\Maps\Project Map.mxd



PUBLIC INVOLVEMENT PROCESS

The 2015-2018 Transportation Improvement Program (TIP) was developed in accordance with the Public Participation Plan of the Longview MPO. It is the intent of the Metropolitan Planning Organization to provide every opportunity for the involvement of citizens, as well as, elected officials during the planning process and creation of the Transportation Improvement Program. Recognizing the importance of public involvement, the Longview MPO implements the procedures outlined below to insure that the public is fully informed about transportation issues and that the public has multiple opportunities and forums to express their opinions and concerns about transportation issues. Public participation shall be available through the following formats: public notification, public meetings, public review, public comment and public appearances. Public comment and ideas were solicited during the development of the draft TIP.

The Longview MPO Technical Committee met, reviewed and revised the Transportation Improvement Program (TIP) during a committee meeting held April 1st, 2014. Two public meetings were held to present the TIP on April 1st in Longview and April 3rd in Gladewater. Official notices announcing the public meetings were posted in the courthouses of Gregg and Harrison counties and in the cities of Longview, Gladewater, and White Oak's respective municipal buildings according to the MPO's Public Participation Plan. Two laminated posters were created by MPO staff and placed in the older Longview Transit buses as well as the new, larger El-Dorado bus. The posters varied in size to fit both types of buses. In addition, flyers were posted in Gladewater to advertise the April 3rd meeting. These were intended to let the public know about the upcoming public meeting and how to contact MPO staff with questions or comments. A copy of the TIP was available for public review at the Longview Public Library, the MPO office, and online at mpo.longviewtexas.gov. A 10-day public comment and review period was held April 1st through April 11th. The block ad notifying the citizens of the public comment period and meetings was published in two area newspapers: the Longview News-Journal on March 30th in the first section, and in the weekly Gladewater Mirror on April 2nd on page twelve. An ad identifying the public comment period was sent to East Texas Review, the free area newspaper, and was run on April 10th. The MPO attempted to contact La Opinion on several occasions but no correspondence was received from the Spanish newspaper.

In conjunction with advertising the April 1st and April 3rd public meetings and the 10-day public comment period, an expanded consultative letter was sent to elected officials, transportation agencies, freight shippers, bicycle and pedestrian interest groups, transit agencies, historical preservation groups, and Native American tribal councils. The letter encouraged participation in the TIP development process and included a notice regarding public meetings. Public notices for the two TIP public meetings were mailed to the MPO's Public Distribution List consisting of interested citizens, major employers, and schools and universities. The MPO Policy Board adopted the 2015-2018 Transportation Improvement Program on April 17, 2014.

REVISIONS

On February 19, 2015, the Policy Board approved a revision which programmed Proposition 1 funding in FY 15. Proposition 1 (Prop. 1) is an amendment to the Texas Constitution which allows a portion of the oil & gas severance taxes, presently deposited into the Rainy Day Fund, to be deposited into the State Highway Fund. The State allocated an additional \$1.7b to the highway fund through Prop 1. The Longview MPO was allocated \$4,387,000 of these funds. Through discussion with the Technical Committee and Policy Board, the MPO chose a porous friction course (PFC) overlay on Interstate 20 between the Harrison/ Gregg County line and SH 31. This was to include all main lanes, of which are not concrete, and on/ off ramps. This project is considered a Grouped Project. A 10-day public comment and review period was held between January 29, 2015 and February 6, 2015. The MPO received no comments from the public during this time.

PROGRESS FROM PREVIOUS YEAR

Highway, transit, bridge, pedestrian, and other projects annually let to contract can be found at the MPO's

website at www.mpo.longviewtexas.gov. To request a copy, please contact the MPO at P.O. Box 1952 Longview, Texas, 75606, by phone at 903-237-1005, or by email at mpo@longviewtexas.gov.

PROJECT SELECTION PROCESS

Federal and state funded capacity expansions are selected from the Metropolitan Transportation Plan. Projects in the Metropolitan Transportation Plan advance to the ten-year Statewide Mobility Plan, then to the Transportation Improvement Program (TIP) based on funding availability. Each project is assigned to a specific fiscal year in the TIP and is expected to be implemented in that year. If for any reason a project cannot be implemented in the assigned fiscal year, a project from the succeeding year may be selected in its place.

AIR QUALITY ISSUES

Currently, the Longview Metropolitan Area is in attainment or in compliance with the National Ambient Air Quality Standard (NAAQS) for ground level ozone as established by the Environmental Protection Agency (EPA). Compliance with the 8-hour NAAQS standard for ozone is determined by averaging three years of the fourth highest 8-hour ozone level at a single monitoring station. The average must be lower than 75 parts per billion (ppb) to meet the standard. Maintaining regulatory compliance protects the health of the area's citizens, makes the region nationally competitive in attracting new development, and promotes a sound economy, growth, new jobs and a better quality of life for Longview's residents.

It is important to note that the Longview fourth highest 8 hour ozone design value steadily decreased from 2005 to 2008, spiked in 2011, and then began a decrease to 2008 levels. The Longview value has decreased from 82 in 2011, to 78 in 2012, and 71 in 2013. In future years, this downward trend will help Longview maintain its attainment status. However, with new ozone standards on the horizon, Longview and the surrounding cities may still have ozone values that are too high to be considered attainment. Air quality is measured at three monitoring stations: near Longview at the East Texas Regional Airport in Gregg County, at the Tyler airport in Smith County and at Karnack in Harrison County.

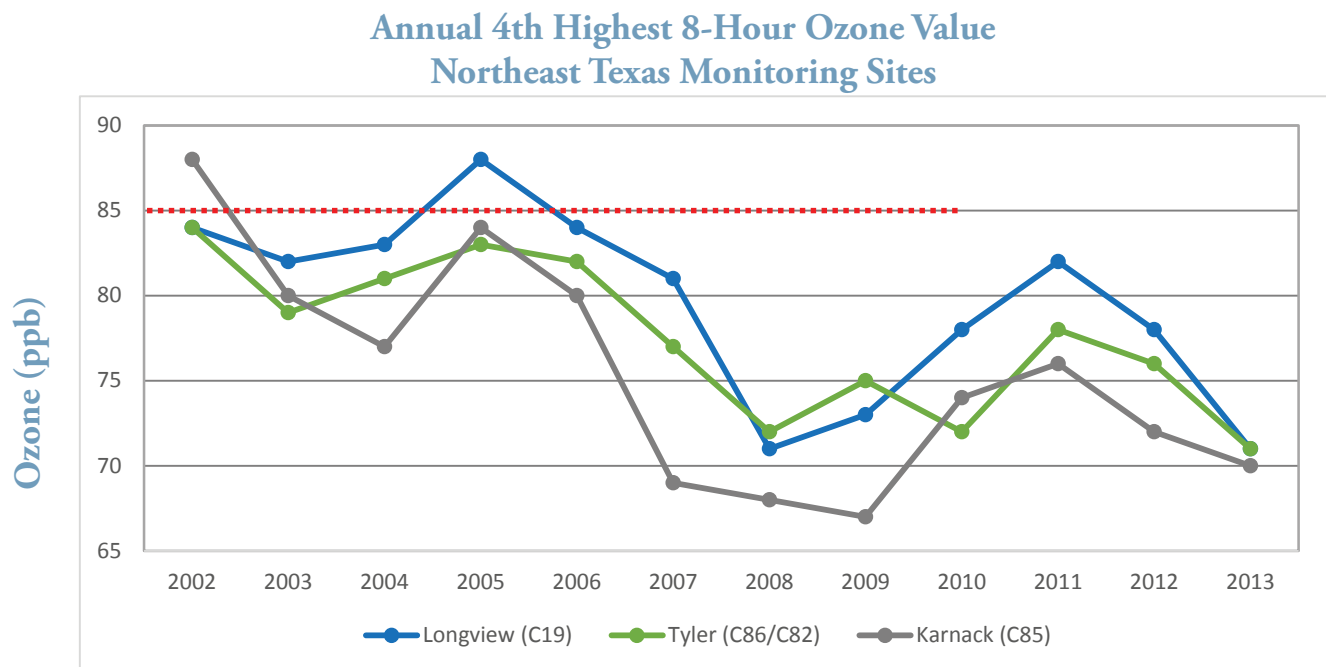


FIGURE 1. Trends in the annual 4th highest 8-hour ozone design values at Longview, Tyler and Karnack monitors are illustrated by year. The dashed red line shows the 1996 85 parts per billion (ppb) standard. The solid red line shows the 2008 75 ppb ozone standard.

The EPA is set to announce a new standard in 2015 and will not name areas to be in non-attainment until this is established. In 2016 & 2017, the EPA will conduct designations based on the new standard. Until designation is

made, the Longview MPO and surrounding MPO's will retain their existing status of attainment. If designation is made, the Longview MPO will be required to show transportation conformity in 2018.

The northeast Texas area, especially Longview, has a bulk of the energy production to the area. Due to sometimes drastic weather conditons seen in the winter and summer months, the city can produce vast amounts of energy for the area. Ozone pollution is a by-product of this production. Years that experience severe weather conditions are typically more polluted.

8-hour Ozone Design Value Trends

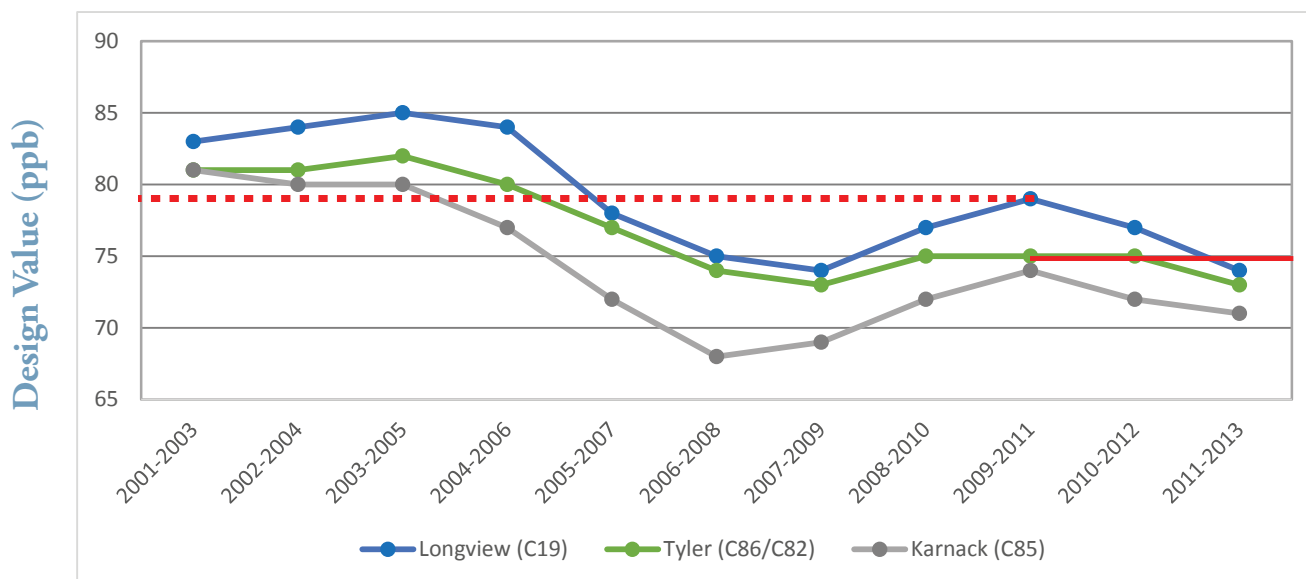


FIGURE 2. Trends in the annual 4th highest 8-hour ozone values at Longview, Tyler and Karnack monitors are illustrated by 3-year periods. The dashed red line shows the 1996 85 parts per billion (ppb) standard. The solid red line shows the 2008 75 ppb ozone standard.

NORTHEAST TEXAS AIR CARE

In 1996, the northeast Texas region's leaders created an organization called the Northeast Texas Air Care (NETAC) to address ozone air quality concerns in Gregg, Harrison, Rusk, Smith and Upshur counties. NETAC has a long history of working to improve its air quality through voluntary measures. As a voluntary association of governmental agencies, businesses and citizens, NETAC promotes clean air in the area through an ozone action program. Since 1996, NETAC has worked with the Texas Commission on Environmental Quality (TCEQ) and the Environmental Protection Agency (EPA) to address ozone air quality concerns in Northeast Texas through two separate voluntary emission reduction agreements: a Flexible Attainment Region (FAR) agreement executed in 1996 and the Early Action Compact in 2002. These voluntary efforts, undertaken without any designation of nonattainment under the Federal Clean Air Act, have resulted in significant air quality improvements that have brought the five county NETAC areas into attainment with EPA's 1-hour ozone standard, the 0.08 ppm 8-hour ozone standard adopted in 1997, and the 75 ppb ozone standard adopted in 2008. In 2013, the NETAC area was approved as a participant in the Ozone Advance Program. Ozone Advance is a collaborative effort by EPA, states, and local communities to encourage reductions in ozone attainment areas to maintain the 2008 ozone standard. While participation in the program is not a gurantee that an area will avoid a future nonattainment designation, it can better position the area to comply with the requirements associated with such designations. NETAC provides technical assistance to local industry and public education. FIGURE 1 & FIGURE 2 illustrate the significant air quality improvements achieved within the NETAC area over the past decade. For more information about NETAC, go to www.netac.org.

CLEAN AIR ACTION PLAN

A Clean Air Action Plan (CAAP) consists of recommendations of air quality strategies that could be considered for implementation if the five-county region is designated non-attainment of the ground level ozone standard. The CAAP is an area's official voluntary air quality improvement plan with quantified emission reduction measures. Clean Air Action Plans protect the health of the region's residents and reduces ozone precursor emissions earlier than required under regulations in order that region will stay in compliance with the 8 hour ground level ozone standard. The CAAP includes all necessary elements of a comprehensive air quality plan, but is tailored to local needs and driven by local decisions. If required, the CAAP will be incorporated into the formal State Implementation Plan (SIP) and the region will be legally required to carry out this plan just as in nonattainment areas.

TRANSPORTATION CONFORMITY

Should the northeast Texas region be designated as nonattainment, new highways or highway widening projects would be subject to the Transportation Conformity determination rule. This rule stipulates that the Metropolitan Planning Organization is responsible for proving that the mobile source emissions from future widening projects would not increase the allowable estimated on-road mobile source emissions listed in the State Implementation Plan (SIP). Areas designated as nonattainment are required to demonstrate model-based transportation conformity at least every four years. Failure to meet these requirements can have grave consequences, such as withdrawal of federal funds for highway widening projects. Should nonattainment designation occur, it would have a profound impact on the new highway and highway widening projects contained in this programming document. The East Texas Council of Governments (ETCOG) functions in an administrative role for the North East Texas Air Care activities. ETCOG receives Air Quality Assessment and Planning funds from Rider 8, which are appropriated by the Texas Legislature. The Longview Metropolitan Planning Organization, in conjunction with the Texas Department of Transportation, has the responsibility of demonstrating transportation conformity, should the area be designated as nonattainment of air quality standards.

AMERICANS WITH DISABILITIES ACT (ADA)

Longview Transit buses are wheelchair accessible in compliance with the Americans with Disabilities Act. Curb to curb paratransit service is offered to citizens who are unable to utilize the fixed route service. Eligible passengers meet criteria that include mental, visual, or physical impairments. Longview transit operators are able to provide manual assistance, but are not trained to provide medical assistance to passengers. Future highway projects will be constructed according to the ADA Act with handicap ramps and other ADA requirements.

ENVIRONMENTAL JUSTICE

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the ground of race, color or nation origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." President Clinton's Executive Order on Environmental Justice in 1999 further amplifies Title VI by providing that "each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." MPO staff, in several ways, accomplished compliance with Environmental Justice. When advertising for the public meetings to present the 2015-2018 Transportation Improvement Program, public notices and newspaper advertisements were placed in the local Longview News Journal, the Gadewater Mirror, and a free community newspaper, the East Texas Review. To improve access of this document to the special populations the MPO distributed and made the TIP publically available at several locations; the MPO office and public library. To improve outreach to special populations MPO staff created advertisement posters which were placed in 8 Longview Transit buses the week prior to the public meeting. The draft TIP was available on the City of Longview's website, the Longview Public Library and MPO offices. MPO Staff produced two maps identifying the projects in the 2015-2018 Transportation Improvement Program overlaid on a map showing income and ethnic group dispersion by Census blocks and block groups. Income

data and ethnic information was obtained from the Census Bureau. The maps illustrate where these groups are geographically located in relation to the projects in the 2015-2018 TIP. These maps were used to identify low income and minority populations. The Technical Committee reviewed the income and ethnic/race maps and the public involvement techniques and found compliance with the principles of Environmental Justice relating to transportation planning. Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that “No person in the United States shall, on the ground of race, color or nation origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” President Clinton’s Executive Order on Environmental Justice in 1999 further amplifies Title VI by providing that “each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” MPO staff, in several ways, accomplished compliance with Environmental Justice. When advertising for the public meetings to present the 2015-2018 Transportation Improvement Program, public notices and newspaper advertisements were placed in the local Longview News Journal, the Gadewater Mirror, and a free community newspaper, the East Texas Review. To improve access of this document to the special populations the MPO distributed and made the TIP publically available at several locations; the MPO office and public library. To improve outreach to special populations MPO staff created advertisement posters which were placed in 8 Longview Transit buses the week prior to the public meeting. The draft TIP was available on the City of Longview’s website, the Longview Public Library and MPO offices. MPO Staff produced two maps identifying the projects in the 2015-2018 Transportation Improvement Program overlaid on a map showing income and ethnic group dispersion by Census blocks and block groups. Income data and ethnic information was obtained from the Census Bureau. The maps illustrate where these groups are geographically located in relation to the projects in the 2015-2018 TIP. These maps were used to identify low income and minority populations. The Technical Committee reviewed the income and ethnic/race maps and the public involvement techniques and found compliance with the principles of Environmental Justice relating to transportation planning.

TOTAL PROJECT COST AND YEAR OF EXPENDITURE DOLLARS

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Transportation Improvement Program (TIP) contains Total Project Costs and Year of Expenditure dollars for each project. The Year of Expenditure, or simply stated, the year in which construction or a transit project is anticipated, has been identified for each of the projects. An annual inflation rate of 4% was applied to all projects. The Total Project Costs are provided to detail the parts of each project such as: preliminary engineering, right of way, utility relocation and in the case of transit projects: operating, planning, maintenance and capital. The Total Project Cost and Year of Expenditure provide the public with a complete description of the components which make up each of the projects. The revenues and expenditure address the construction or implementation of transportation projects while also addressing the operation and maintenance needs. The expenditures for the Transportation Improvement Program are financially constrained by the Year of Expenditure requirements of MAP-21. This financial constraint is based on an analysis of past funding, expected funding and expected needs. For incoming federal, state and local sources of revenues used to estimate total future revenues, a Rate of Growth of 4% per year was utilized for all projects and is consistent with a 4% annual inflation rate. The Rate of Growth was based on consultations with the Texas Department of Transportation (TxDOT). Projects in this document are reasonably expected to be funded by federal, state and local sources. The planning staff must account for cost escalation as part of the fiscal constraint determination. With respect to the public transportation or transit program, current funding apportionments, which have stayed relatively the same during the previous five years, are not increasing enough to cover the ever-increasing rate of inflation. Strategies to address the funding gaps might be to reduce service hours and routes, to reduce the rate at which buses are replaced or to generate additional revenue through advertising, fare increases, explore other revenue generation methods or increase local funding to the transit program.

MPO AND TRANSIT AGENCY COORDINATION

The Longview MPO and the administrative personnel of Longview Transit regularly meet to discuss transportation issues and updates. Consultation and coordination activities are an ongoing process. The operating, capital and maintenance costs for TIP inclusion are discussed and reviewed by the MPO and Longview Transit staff. The manager of Longview Transit is a member of the MPO Technical Committee and the Longview MPO Director is a member of the Public Transportation Advisory Committee. EasTexConnects (formerly known as the East Texas Transportation Planning Steering Committee) was formed in June 2005 as the vehicle for implementing the goals of Chapter 461 of HB 3588. Following its creation, EasTexConnects identified its mission “to create and connect a comprehensive, flexible and sustainable public transportation service throughout and beyond the 14 counties of State Planning Region 6,” hereafter referred to as East Texas. The public and stakeholder involvement undertaken in association with the preparation of the Transportation Coordination Plan has identified numerous areas of need related to the provision of public transportation in East Texas. The purpose of the coordination plan is to identify the needs of health and human service agencies, public and private transportation providers, and the public so that the utilization of available resources is as efficient as possible. The Plan is also intended to identify a set of concrete actions and projects that will fulfill the mission of EasTexConnects by creating a framework to implement the committee’s six priorities. The need for coordination among the numerous health and human service agencies and public and private transportation providers in East Texas is derived from the varied needs of the people they serve. The Longview Metropolitan Planning Organization’s Director and the Manager of Longview Transit are members and have been regular participants of EasTexConnects.

Other regional coordination efforts are reflected in the recent maintenance agreement with Longview Transit and East Texas Council of Governments. The agreement allows Longview Transit to perform routine maintenance services for the fleet of East Texas Rural Transit, also known as GoBus.

FEDERALLY FUNDED MOBILITY PROJECTS

LONGVIEW METROPOLITAN PLANNING ORGANIZATION FY 2015

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
10- TYLER	GREGG	2158-01-011	FM 2275	Apr-15	E,R,C	LONGVIEW	TXDOT - TYLER	\$16,820,925

LIMITS FROM: SH 300 (GILMER RD) N

REVISION DATE: 14-Jul

LIMITS TO: MCCANN RD, 0.1 MI N OF GRAYSTONE

MPO PROJECT ID: F 245

TIP

DESCRIPTION CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION

FUNDING CATEGORY 2U, LOCAL

PROJECT HISTORY: CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION (PH 1 OF 3) THIS PROJECT ALSO LISTED IN THE 2013 - 2016 STIP

TOTAL PROJECT COST INFORMATION			Authorized Funding by Category/ Share:						
		Cost of Approved Phases:		Federal	State	Regional	Local	LC	Total
Construction	\$12,337,508		LOCAL	\$0	\$0	\$0	\$2,560,000	\$0	\$2,560,000
Preliminary Engineering	\$370,125		2U-URBAN						
Right of Way	\$1,660,000		CORRIDOR	\$11,408,740	\$2,852,185	\$0	\$0	\$0	\$14,260,925
Construction Engineering	\$739,017	\$16,820,925							
Contingencies	\$320,775								
Indirects	\$493,500								
Utility Relocation	\$900,000								
Total Project Cost (YOE)	\$16,820,925	Total Funding by Share:		\$11,408,740	\$2,852,185	\$0	\$2,560,000	\$0	\$16,820,925

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

FY 2015 TRANSIT PROJECT LISTING

LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$944,320
Apportionment Year	2015	State Funds from TxDOT	\$194,480
Project Phase		Local Funds	\$198,640
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,337,440
		Total Project Cost	\$1,337,440
		Trans. Dev. Credits Requested	28,669
		Trans. Dev. Credits Awarded	0
		(Date & Amount)	
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$70,720
Apportionment Year	2015	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$17,680
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$88,400
		Total Project Cost	\$88,400
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
		(Date & Amount)	0
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$312,000
Apportionment Year	2015	State Funds from TxDOT	\$280,800
Project Phase		Local Funds	\$31,200
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$624,000
		Total Project Cost	\$624,000
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
		(Date & Amount)	0
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$125,377
Apportionment Year	2015	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$31,348
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$156,725
		Total Project Cost	\$156,725
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
		(Date & Amount)	0
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5311(f)
MPO Project/Reference Number	F405	Federal Share	\$0
Apportionment Year	2015	State Funds from TxDOT	\$312,000
	Demolition of building at 902 E Pacific Ave. for driveway & parking at Multimodal Center	Local Funds	\$0
Project Phase		Fiscal Year Cost	\$312,000
Brief Project Description	Intercity Bus	Total Project Cost	\$312,000
		Trans. Dev. Credits Requested	60,000
		Trans. Dev. Credits Awarded	60,000
		(Date & Amount)	05/2013
Sec 5309 ID # if applicable			
Amendment Date & Action			

FY 2016 TRANSIT PROJECT LISTING

LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$899,891
Apportionment Year	2016	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$224,973
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,124,864
		Total Project Cost	\$1,124,864
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
		(Date & Amount)	0
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$77,875
Apportionment Year	2016	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$19,469
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$97,344
		Total Project Cost	\$97,344
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
		(Date & Amount)	0
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$324,480
Apportionment Year	2016	State Funds from TxDOT	\$292,032
Project Phase		Local Funds	\$32,448
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$648,960
		Total Project Cost	\$648,960
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
		(Date & Amount)	0
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$130,392
Apportionment Year	2016	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$32,602
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$162,994
		Total Project Cost	\$162,994
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
		(Date & Amount)	0
Sec 5309 ID # if applicable			
Amendment Date & Action			

FY 2017 TRANSIT PROJECT LISTING
LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$913,390
Apportionment Year	2017	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$228,347
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,141,737
		Total Project Cost	\$1,141,737
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$85,490
Apportionment Year	2017	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$21,372
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$106,862
		Total Project Cost	\$106,862
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$337,459
Apportionment Year	2017	State Funds from TxDOT	\$309,338
Project Phase		Local Funds	\$28,122
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$674,919
		Total Project Cost	\$674,919
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$140,608
Apportionment Year	2017	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$35,152
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$175,760
		Total Project Cost	\$175,760
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

FY 2018 TRANSIT PROJECT LISTING

LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$949,925
Apportionment Year	2018	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$237,481
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,187,406
		Total Project Cost	\$1,187,406
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$90,781
Apportionment Year	2018	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$22,695
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$113,476
		Total Project Cost	\$113,476
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$350,958
Apportionment Year	2018	State Funds from TxDOT	\$322,881
Project Phase		Local Funds	\$28,077
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$701,916
		Total Project Cost	\$701,916
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$146,817
Apportionment Year	2018	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$36,704
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$183,521
		Total Project Cost	\$183,521
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

HIGHWAY FINANCIAL SUMMARY

Longview MPO - Districts 10 & 19 FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$14,260,925	\$14,260,925	\$0	\$0	\$0	\$0	\$0	\$0	\$14,260,925	\$14,260,925
3	Non-Traditionally Funded Transportation Project	\$2,560,000	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,560,000	\$2,560,000
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$16,820,925	\$16,820,925	\$0	\$0	\$0	\$0	\$0	\$0	\$16,820,925	\$16,820,925

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$11,408,740	\$0	\$0	\$0	\$11,408,740
State	\$2,852,185	\$0	\$0	\$0	\$2,852,185
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$2,560,000	\$0	\$0	\$0	\$2,560,000
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3 - Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$16,820,925	\$0	\$0	\$0	\$16,820,925

TRANSIT FINANCIAL SUMMARY

Longview MPO - Districts 10 & 19

FY 2015 - 2018 Transportation Improvement Program

All Figures in Year of Expenditure (VOE) Dollars

Transit Program		FY 2015			FY 2016			FY 2017		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,452,417	\$754,148	\$2,206,565	\$1,432,638	\$601,524	\$2,034,162	\$1,476,947	\$622,331	\$2,099,278
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200K			\$0			\$0			\$0
6	Sec. 5310-Seniors&People w/Disabilities >200k			\$0			\$0			\$0
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA		\$312,000	\$312,000			\$0			\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0			\$0			\$0
Total Funds		\$1,452,417	\$1,066,148	\$2,518,565	\$1,432,638	\$601,524	\$2,034,162	\$1,476,947	\$622,331	\$2,099,278
Transportation Development Credits Requested Awarded				\$88,669 \$60,000			\$0 \$0			\$0 \$0

All Figures in Year of Expenditure (VOE) Dollars

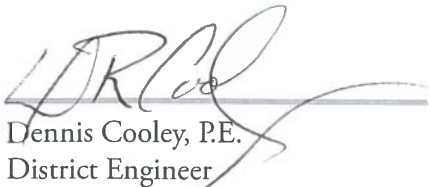
Transit Programs		FY 2018			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,538,481	\$647,838	\$2,186,319	\$5,900,483	\$2,625,841	\$8,526,324
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200K			\$0	\$0	\$0	\$0
6	Sec. 5310-Seniors&People w/Disabilities >200k			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
9	Other FTA			\$0	\$0	\$312,000	\$312,000
10	Regionally Significant or Other (incl FHWA transfers)			\$0	\$0	\$0	\$0
Total Funds		\$1,538,481	\$647,838	\$2,186,319	\$5,900,483	\$2,937,841	\$8,838,324
Transportation Development Credits Requested Awarded				\$0 \$0			\$88,669 \$60,000

MPO SELF-CERTIFICATION FOR NON-ATTAINMENT AREAS

In accordance with the federal legislation, 23 Code of Federal Regulations 450.334 and the Moving Ahead for Progress in the 21st Century Act (MAP-21), the TEXAS DEPARTMENT OF TRANSPORTATION, and the LONGVIEW METROPOLITAN PLANNING ORGANIZATION for the Longview urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

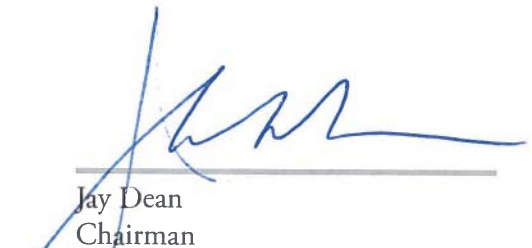
TEXAS DEPARTMENT OF
TRANSPORTATION
TYLER DISTRICT



Dennis Cooley, P.E.
District Engineer

02/19/2015
Date

LONGVIEW METROPOLITAN
PLANNING ORGANIZATION



Jay Dean
Chairman

02/19/2015
Date

GLOSSARY

PROJECT LISTINGS

CSJ Control Section Job Number - TxDOT assigned number for projects entered into the Unified Transportation Plan (UTP).

PROJ ID Project Identification – Code assigned by the MPO for local tracking/identification. Used to track projects to the Metropolitan Transportation Plan.

F. CLASS Federal Functional Class – Federal classification of streets and highways into functional operating characteristics. Categories are:

- Interstate
- Other Urban Freeways and Expressways
- Other Principal Arterials
- Minor Arterials
- Urban Collectors and Rural Major Collectors
- Rural Minor Collectors
- Urban and Rural Local Streets and Roads

FEDERAL & STATE CATEGORIES

1	Preventative Maintenance
2	Metropolitan & Urban Area Corridor Projects
3	Non- Traditionally Funded Transportation Projects
4	Statewide Connectivity Corridor Projects
5	Congestion Mitigation Air Quality (CMAQ)
6	Bridges
7	Metropolitan Mobility/ Rehabilitation
8	Safety
9	Transportation Enhancements & Transportation Alternatives Program
10	Supplemental Transportation Projects
11	District Discretionary
12	Strategic Priority

PHASE Project Phase for Federal Funding (PE - Preliminary Engineering, R - Right of Way Acquisition & C - Construction)

CATEGORIES FOR STATEWIDE PLANNING

LONGVIEW METROPOLITAN PLANNING ORGANIZATION TYLER & ATLANTA DISTRICTS FY 2015 - 2018

Listed below are the categories for projects which can be grouped together and used to track projects statewide. There may be statewide grouping projects which may be completed in the Longview Metropolitan Area during the fiscal years of 2015-2018. Construction costs are constrained statewide. Grouping projects by these categories provides an efficient and streamlined method of programming and implements these projects. These projects are financially constrained at the state level.

Proposed CSJ#	Grouped Project Category	Definition
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventative Maintenance & Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement & Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Delivery	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle & Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas & Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-917	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities, bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users.

APPENDIX A

CANDIDATE PROJECTS FOR STATEWIDE GROUPING

For informational purposes only: listed below is a candidate project for statewide grouping, which will be completed in the Longview Metropolitan Area during fiscal year 2015. The following list of projects may not include all state and federal projects within the planning boundary of the Longview MPO.

Grouping projects by the categories listed on the previous page provides an efficient and streamlined method of programming and implementing these projects. If additional funding becomes available at a later time, the funds can be advanced into additional projects. Grouped projects are financially constrained at the state level and they are funded from federal and state sources.

**GROUPED PROJECTS
LONGVIEW METROPOLITAN PLANNING ORGANIZATION
FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	GREGG	0495-07-072	IH 20	C,E	LONGVIEW		\$ 4,831,707	
LIMITS FROM SH 31, E						REVISION DATE: 02/2015		
LIMITS TO: HARRISON C/L						MPO PROJ NUM: F 501		
PROJECT OVERLAY WITH PFC WITHIN THE MPO BOUNDARY (SECTIONS)						FUNDING CAT(S): 1,2U		
DESCR:					PROJECT HISTORY:			
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 218,448	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		1-PRVNT	\$ 355,765	\$ 88,941	\$ 0	\$ 0	\$ 444,707*
CONST COST:	\$ 4,458,116		2U-URBAN CRDR:	\$ 0	\$ 4,387,000	\$ 0	\$ 0	\$ 4,387,000
CONST ENG:	\$ 155,142		TOTAL:	\$ 355,765	\$ 4,475,941	\$ 0	\$ 0	\$ 4,831,707
CONTING:	\$ 78,017							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 5,049,708							

APPENDIX D

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

Appendix D contains projects that are scheduled for implementation beyond the four years of the TIP time frame, and it in no way implies these projects are programmed in the TIP. Cost estimates are preliminary and do not represent any commitment of construction funding. The costs are expressed in future dollars out to the year they are expected to be implemented.

The purpose of Appendix D is to identify projects that are undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. These projects are referenced in the Transportation Improvement Program in order to facilitate the feasibility and PE/EA phases.

Project Name:	FM 2206	Fiscal Year	2019
From & To:	SH 42 TO SL 281	Remarks	
County:	GREGG	Revision Date:	6/2012
CSJ Number	2073-01-009 & 2073-01-010	Funding Category	Cat. 12 & 2U
Description	Widen 2 lane road to 4 lane divided	YOE inflated Total Project Cost:	\$23,790,436
Phase:	PE	Revision Date:	4/2014